

THE INDIAN FAMINE.

SPECIAL TELEGRAM FROM THE VICEROY.

His Excellency the Governor has received the following telegram from the Viceroy of India:—

"During last Indian famine your Excellency subscribed generously. Much worse famine now, 4 million people on relief, help urgently needed. Can you give any?"

"VICEROY."

[With reference to the foregoing His Excellency earnestly appeals to the generosity of the Hongkong public to afford such relief as is in their power to our suffering fellow-subjects in India, who are the victims of an unparalleled famine. Subscriptions will be received by Sir Thomas Jackson who has kindly consented to act as Honorary Secretary and Treasurer.

SOUTH AFRICAN WAR.

"SAILORS AND SOLDIERS FAMILIES FUND."

The Undersigned begs to acknowledge with thanks receipt of the following subscriptions to the above Fund.

T. JACKSON.

Hon. Treasurer.

Further subscriptions will be thankfully received.	
Already acknowledged	\$97,579.09
Hongkong Government	5,000
Commander-in-Chief, Officers & Men	
H.M.S. Centurion	1,294.75
J. F. Reece	100
A. Ahwee	50
Tansan, J. C. W.	50
Stag Hotel	20
Mrs. A. Melhuish	20
C. C. B.	10
F. Brown, Fenchow	15
J. F. Large	15
H. Knight	5
Tam and Watson Subscriptions	5
(Further)	
E. H. Low	55.15
R. de B. Luyard	55.15
F. S.	50
F. Ashton	50
Thomas Harrington	33.71
G. L. Mackay	31.20
J. M. Tai	27.77
"An American"	27.62
Paul Schabert	25.00
E. E. Andrus	25.00
C. H. Bell	20.00
Isabel Luyard	20
	\$149,563.14

IMPERIAL DECREE.

1st February.

VICEROY CHANG RECEIVES A SNUR.

We have received a joint memorial from Chang Chih-tung, Viceroy of Hunan and Hupé, and Yu Yin-lin, Governor of Hupé, with reference to our command last year that "Viceroys and Governors of provinces shall make all possible haste to investigate the Customs, Salt, and Litter departments within their jurisdictions and find out what perquisites have been withheld from the Government, and also what economies should be observed in order to divert the money saved into the Imperial Exchequer." The joint memorialists declare that after careful investigation into these three departments, in Hupé province, and an attempted reorganization of the land taxes and tribute rate departments they find that nothing more can be expected from them, as they have already been made to give up all their superfluous revenues. They also complain that the Board of Revenue has of late years made so many extra-charges upon the provincial revenues that now, even with the greatest economy, they find it most difficult to carry on the regular government work nor have they any surplus now to fall back upon whenever the exigencies of the time demand extra expenses. Finally, after careful deliberation the joint memorialists find that all they can, therefore, do is that the Viceroy shall contribute Tls. 2,000 and the Governor and his civil subordinates, conjointly, Tls. 7,000 annually, which they beg the Throne to accept as a contribution from Hupé province, etc.

Now, owing to the difficulty of obtaining sufficient money for Imperial expenses which the present crisis demands of us, we commanded our Viceroys and Governors to probe the various departments under them to find out what sums had been pocketed by their subordinates which rightly should have gone into the Imperial Exchequer in order to stop dishonesty and fraud and also to prevent dishonest officials from fattening upon the masses. We had no desire that these Viceroys and Governors should scrape from the people for these sums to satisfy the Imperial Exchequer. We simply claimed our right: If there are actually no perquisites or surplus to divert into the proper exchequer the duty of the said Viceroys and Governors should be to say so in so many words and not seek to make up in a roundabout way. Yesterday Yu Ch'ang, Governor of Hunan, on behalf of himself and his subordinates offered to contribute annually Tls. 20,000 to the Imperial Exchequer, "sums from their own pockets, and not the result of perquisites, etc." But as this money would necessarily be taken from the masses, who would thereby suffer, we must decline this money. To return, however, to Chang Chih-tung, he must remember that with his numerous schemes he has during his many years Viceroyship expended myriads of taels belonging to the Imperial Exchequer; does it then wish us to believe that, in all Hupé, he cannot find a single instance of dishonest appropriation of the funds or illegal taxing of the people for the sole benefit of the officials? Let us have the frontory to offer a few thousand taels as a "contribution"—as if we required such "contributions!" We hereby command that both Chang Chih-tung and Yu Yin-lin be sternly reprimanded for their conduct and informed that we refuse their money. In future if the said Viceroy or Governor have anything really important to report to the Throne or communicate with other officials they may use the telegraph lines to do so, but they must be sparing of their words; they are hereby forbidden for the future to telegraph long and prosy dispatches, which may usually be sent by courier, and thus economize a large amount in this respect.

4th February.

THE EDUCATION OF THE HEIR-APPARENT.

In a former decree we appointed Ch'ung Yi (Emperor Tung Chih's father-in-law) to be Grand Tutor of the Heir-Apparent within the Palace, and further commanded the Grand Secretary, Hsu Tung, (Chinese Bannerman), to be constantly on hand to give his assistance in the education of the Prince. As the Heir-Apparent, however, is just commencing his studies, it is most important in such a crisis to have younger tutors on hand to oversee his primary studies and we, therefore, hereby command the said Ch'ung Yi and Hsu Tung to

NORTH-WESTERN SHANTUNG.

February, 6th.

THE SITUATION.

In this province is disquieting to all friends of China. It was confidently expected when Yuan Shih-kai took over the reins that his well-known frankness and ability would be manifested almost before he had time to get into office at all. Everything has turned out like a morning dream. Proclamations have been issued in abundance not from the Governor only but from Taotais and military men of sundry ranks. The phraseology of these productions leaves nothing to be desired, unless it might be a little external carrying out of their terms into action. A booklet written by the district magistrate of the Chihlihs was circulated on the edge of Chihlihs as a warning to the multitudes. It contains an elaborate history of uprisings like the present Boxer and Boxer Rebels for many generations past, in which it is demonstrated that all that went into these enterprises sooner or later were extinguished. But the display of this booklet has a very exacerbating effect on the Boxer fever, and only makes them what their swords the faster and the sharper.

PEKING THE FOUNTAIN OF TROUBLE.

It is now as certain as anything can be which no one can prove, that the *indus* of all the trouble has been in Peking. The boast that there were "Secret Orders" for the formation of the *I Ho Ch'uan* of which we used to hear last summer when it was in its cradle, seems to be substantiated by the Janus-faced editors issued by Her Majesty, which were precedents as how known by a secret note to Yuan Shih-kai to beware how he made indiscriminate arrests, and how he provoked the people. Every Chinese knows that things are not only not what they seem but not what they say, and especially in imperial proclamations and edicts. Accordingly, the phrases used have been all on the fires. The local magistrates did nothing before. They have done much less now.

"Foreign Bureau" in Chinan has begun to operate as a complete Circumlocution Office, to the blocking of business. For instance, when specific changes are sent in of outrages, the demand is for the names (in full) with residence of the individuals alleged to have committed the objectionable acts. Many of the names are wrong—and these individuals are a mere bundle of aliases—then "there is no such person," and besides, there must be proof that the persons actually did the acts in person. If all these are not forthcoming, then the accusation is "mere waste paper." In other and better days it was sufficient to report a robbery and the magistrates thought it best to bestir themselves to find out who did it, and catch them. Now the persons plundered must undertake a new branch of industry and keep directories of the bullock and the Whangpoo River. There is a majestic cathedral, a fine commodious club, a plethora of post-offices, one for each of the chief foreign nations, and any number of shops. The largest and handsomest of these are European but many of the Chinese shops, though less important-looking, do a very large trade, particularly in silks and carriages. The streets are all crowded in the daytime, and carriages, jinrikishas, sedan chairs, wheelbarrows, sometimes carrying half a dozen Chinese girls apiece, file along the Bund and the side streets in never-ending procession. The sedan chair and the wheelbarrow are old Chinese institutions; the carriages and the jinrikishas are importations from Europe and Japan respectively, but nevertheless the Chinese upper and middle classes have taken very kindly to them, and patronize them freely. The slow old wheelbarrow is a very cheap mode of conveyance, and suits the lower classes.

A very characteristic sight is the tall Sikh policeman, with his dark-coloured turban and crimson uniform. These have been introduced into the British settlement from India, and this certainly gratifying to see this British emblem of law and order. If you walk along the Bund as far as the French concession, you find your self in a different scene. The names of the streets are all in French, inscribed on those blue enamel plates that you see at the street corners in Paris.

The industries of Shanghai are very important. Besides the merely local trades such as printing, baking, ice-making, the supply of gas, electric light, water, and such semi-local businesses as furniture-making and carriage-building several manufactures are to be found whose products are intended to compete with those of the world at large. Among these are shipbuilding yards, silk filatures, cotton spinning, and weaving mills, paper mills, match factories, photographic works, and works for the manufacture of various materials. All these industries have the nation materials engaged in the work of preparing raw materials for export, in cleaning cotton and silk, and in making finer matches and cigarettes, while from the schools of Shanghai there now proceeds a perpetual stream of English-speaking candidates for posts in the Telegraph, Customs, and Naval services of the Chinese Government.

Wherever two or three Englishmen are

gathered together there you will always find sport, so it will be no surprise to learn that the Race Club at Shanghai was formed about forty-five years ago. The stamens of the Chinese people is extraordinary. The official standard being ten stone for twelve hands, and three pounds for every inch above, and the high scale of weights must be maintained in consequence of so few amateur jockeys being able to ride under it. In the early days the ponies all came from Mongolia, several hundred at a time, but now they come in small lots from Tientsin and Chinkiang by boat and are sold by auction, the prices averaging anything between £3 and £50. Unlike the English race-horse, these ponies have no pedigree, and seldom arrive until they are at least seven years old, so a purchaser has little to go by except shape.

Besides horse-racing, boating is a very

favorite sport in Shanghai and eight-oars may

often be seen practising on the Whangpoo River.

Last May we witnessed the boat races, which

attracted a goodly crowd of sightseers to Sam-

pan House, as the headquarters of the club are

called. It was just about the time that some of

our Continental friends were making them-

selves a little obnoxious over our China policy,

and I could not help thinking that an inter-

esting photograph might have been taken in

the five or six hundred Englishmen grouped

on the bank of the river. In their hands and

straw hats they would have made a very char-

acteristic picture and a typical presentation of

the perfidious Britons whom some of the

European press were at that time for bundling

back and drop out of China.

Speaking of Peking, the writer says that one

of its curious features is the extraordinary

shop-signs and trade advertisements. Mr.

Simpson, who visited it about twenty-five years

ago, remarks on the passion of the Chinese

for advertising. With its pictorial manufacturers

ignores the name of their firm on the biscuits;

the Chinese go so far as to mark tins with the

ACCIDENT TO THE SULTAN OF JOHORE.

SINGAPORE, 20th February.

A rather serious accident happened yesterday evening to H. H. the Sultan of Johore. He had been taking part in a game of polo on the Tyersall ground, and about half-past six got into his trap to proceed to his residence. The horse immediately began to turn restive, and the Sultan got out of the trap to try and pacify the animal. He was standing close to the horse when it reared up, and one of his hands struck the Sultan on the head; before he had time to get clear, he was struck a second time. Assistance was at once forthcoming, and as the injuries were rather severe, His Highness was conveyed to Dr. Galloway's residence in Orchard Road and it was found he had sustained a nasty scalp wound, and cuts on the right cheek and the lips. After being medically treated, His Highness was taken back to Tyersall, Dr. Galloway remaining in attendance some time.

This morning we are informed that His

Highness will have to keep his bed for several

days, but unless complications ensue, no appre-

hension need be felt.—*Straits Times*.

SCENES IN NORTH CHINA.

THE INDUSTRY OF SHANGHAI.

At the present the main gateway of China is Shanghai, and a very fine city it is, remarks Mr. Charles E. D. Black, in an article entitled "A Trip to Northern China," in the *Hedemere Review*. It is fifty-five years ago that it was opened to foreign trade, and since then its development has been rapid. But it was not always the principal port in this part. Some eighty miles inland, owing to the silting up of the river, was the chief harbour, and, curiously enough, at a much later period, Defoe makes Northern China's land at "Quinchang," as he calls it, before his visit to Nanjing. It was about thirty-five years after the Nanjing Convention that Shanghai, and the advent of the British seven hundred years afterwards gave a great impulse to trade. The foundation of this great development was the creation of a foreign

settlement, where the European merchants could establish their houses of business, or consulates. It is amusing to read that when Captain Halliday, the British Consul in these days, suggested that roads of a respectable width should be laid out in the new settlement, this was overruled by a Mr. McDonald, who said that the residents were not likely to want roads, and that all that was required were passage ways down to the jetty, wide enough for two chests of tea to pass at once. Nowadays the broad, tree-lined street, running parallel to the river, is a beautifully macadamized wide road, with side pavements electric lights, and flanked by a succession of palatial houses on the land side, and a changing belt of public gardens and lawns on the water side, bordering the bright and sunny waters of the Whangpoo River. There is a majestic cathedral, a fine commodious club, a plethora of post-offices, one for each of the chief foreign nations, and any number of shops. The largest and handsomest of these are European but many of the Chinese shops, though less important-looking, do a very large trade, particularly in silks and carriages. The streets are all crowded in the daytime, and carriages, jinrikishas, sedan chairs, wheelbarrows, sometimes carrying half a dozen Chinese girls apiece, file along the Bund and the side streets in never-ending procession. The sedan chair and the wheelbarrow are old Chinese institutions; the carriages and the jinrikishas are importations from Europe and Japan respectively, but nevertheless the Chinese upper and middle classes have taken very kindly to them, and patronize them freely. The slow old wheelbarrow is a very cheap mode of conveyance, and suits the lower classes.

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our Continental friends were making them-

selves a little obnoxious over our China policy,

name of the baker stamped on in red colour, and a roast duck which a man was carrying home had a large red stamp marked on it. This, I think, might supply a hint to some of our legislators who, in discussing the practicability of stamping the place of origin on goods, declared that you could not mark a rump-steak. Mr. Simpson gives a list of signboards which display a strange mixture of poetry and shop: "Tea Shop of Celestial Principles," "Good and just according to Heaven," "The Honest Tea Shop of Li," "The Steel Shop of the Pock-marked Wang," and an oil and wine establishment is the "Neighbourhood of Chief Beauty." An opinion den was somewhat inappropriately labelled "The Thrice Righteous," and a restaurant was styled "The Mutton Shop of Morning Twilight."

HOW A TRUST WAS FORMED.

JUGGLING WITH MILLIONS.

The Washington correspondent of the *Chicago Post* gives Mr. John W. Gates' account of how the American Steel and Wire Consolidation with a capital of 90,000,000 gold dollars, was formed, a story of considerable interest as illustrating American millionaire business methods. The story, says this correspondent, was not told in a boasting spirit, but the recital was nevertheless one of lively interest as illustrating the whirlwind methods employed in organizing a gigantic enterprise and getting it under way. Mr. Gates and Col. Elwood had realized a "bunch of millions" out of Federal steel, and the former had laid his plans for a trip around the world with his wife. One day while sitting in his office in Chicago chatting with Col. Elwood, he was called upon by the telephone by an acquaintance in Pittsburg, advising him that the owners of a big wire mill company had fallen out among themselves and would sell. "If you want to make a trade, bring on 100,000 dollars, and I think you can get the property," said the man at the other end of the wire. Inasmuch as the wire mills were worth at least 2,000,000 dollars, the temptation was strong to buy them. The two millionaires who had just laid down business cards concluded to take the property "for a lye."

The next evening they were in Pittsburg, and snugly reposing in big chairs. They had a centred cheque for 100,000 dollars. They had an midnight session with the owners of the wire mill, and at five o'clock in the morning they had the property and the former stockholders carried off the big cheque. The party repaired to the Duquesne club for refreshments. There they met the proprietor of a big wire mill up the State, and to him the story of the night was told.

"If you fellows have money to burn you'd better buy my mills," he said heartily. "What will you take for them?" responded Mr. Gates. "Nine hundred thousand dollars," was the answer. "It's a go," said Mr. Gates quick as lightning, and a deal involving nearly 1,000,000 dollars, was closed in less than 60 seconds. The two Chicago men commended briefly and Col. Elwood remarked: "John, if we are going into the wire business we must have a base of supplies. Better see if we can't buy the Cleveland rolling mills."

Taking the first train out of Pittsburg they proceeded as fast as steam could take them to the city on the lake. That evening they broke in on the owner with the blunt statement that they had come to buy his property, which included rolling mills, steamships, docks, iron and coal mines, etc. "But I don't want to sell," he protested. "Sell," he said, hesitatingly, "I would like to hear your proposition. What are you prepared to offer?" "Five million dollars cash," was the reply. And then Mr. Gates added: "Five million dollars is a big bunch of money. Better think it over."

"I want more money," expostulated the Cleveland man. "We will give you 5,000,000 dollars and not a dollar more." The gentleman met later in the evening and before midnight the trade was closed, the old owners stepping out and the new stepping in. The "cleaning up" yielded 2,500,000 dollars in cash so that the property really cost Gates and Elwood 2,500,000 dollars. It was worth from 7,000,000 dollars to 8,000,000 dollars, without the cash. The next morning the *Chicago Herald* had the story of the Pittsburg deal, and the telegraph brought an offer of some valuable wire plants in and near that city. Mr. Gates repaired at once to Cincinnati and Col. Elwood hastened East to negotiate for valuable plants in Massachusetts. Forty-eight hours later they met in New York, and on comparing notes found they had invested 12,000,000 dollars of their cash in wire plants. All that happened during the week between Christmas, 1898, and the New Year, 1899.

"It looks as though we were in the business,"

said Mr. Gates.

"A fair nucleus," responded Col. Elwood.

"Let us go home."

They cannon-balled to Chicago, and in less

than another week arrangements were practically consummated for the giant consolidation

known as the American Steel and Wire—capital

90,000,000 golds. January, 18, or a little over

three weeks from the date of that telephone

conversation between Chicago and Pittsburg, the

constituent properties were duly turned in, and

the steel and wire stock was distributed accord-

ing to arrangement. This, in brief, is the

inside history of one of the "lightning" deals

for its magnitude ever negotiated.

SHIPPING REPORTS.

Captain F. Schultz, of the steamship *Longwood*, from Shanghai, reports—Fine clear weather, light easterly wind and calm from Shanghai to Chapei Island; from Chapei Island to port foggy weather, and strong E.N.E. wind.

Captain W. Passmore, of the steamship *Thales*, from Coast Ports, reports—Taiwan to Amoy light variable winds, smooth sea and hazy; Amoy to Swatow same weather; Swatow to port strong and increasing N.E. breeze, high sea, overcast and dull. Vessels in Amoy—*Wanchow*, and *Westphalia*. In Swatow—*Chihli*, *Sishan*, *Trym*, and *Dr. Hans Jurg Kiar*.

NOTANDA.

CALENDAR.

February, 1900. Meteorological means for fifteen years' observations to 1899.

Barometer	30.141
Thermometer	57.3
Humidity	79.0
Rainfall	7.76

TO-DAY.

Barometer, 30.09 On date at 12.00
Temperature, 60 On date at 12.00
Humidity, 89 On date at 12.00
Rainfall, .003 On date at 12.00

TO-DAY.

Wednesday, 28th February, 1900. Chinese—28th of 1st moon of 26th year of Kwang-shi.

Sun—Rises	6hr. 24min.
St.	6hr. 24min.
High water—Morning	5hr. 42min.
Afternoon	5hr. 42min.
Low water—Morning	2hr. 15min.
Afternoon	2hr. 27min.

ANNIVERSARIES.
1851—Pitched battle in Aberdeen Bay, Hongkong, between pirate junks and Chinese gunboats.
1876—Capture of the Sulu capital by the Spaniards.

TO-MORROW.

Thursday, 1st March, 1900.
Chinese—1st of 2nd moon of 26th year of Kwang-shi.
Sun—Rises 6hr. 23min.
St. 6hr. 23min.
High water—Morning 5hr. 40min.
Afternoon 5hr. 40min.
Low water—Morning 2hr. 13min.
Afternoon 2hr. 25min.

ANNIVERSARIES.

1842—Surrender of Gumbay by Lieut.-Col. Palmer.
1862—Public Meeting decided to establish a Volunteer Corps.
1871—The German Army entered Paris.
1885—Bombardment of Chinese forts by French men-of-war.
1886—Chinese gunboat *Sui-tsin* lost off Nani-chow.
1897—Gold Standard adopted by Japan.
1898—Chinese contract loan for £10,000,000 completed.

AGENDA.

TO-DAY.

Ash Wednesday.
6 for 7 p.m.—Band practice.

TO-MORROW.

Diocesan School, Term Commencement.
Cargo ex *Shanghai* subject to rent.
Noon—Hongkong Fire Insurance Co. 1st, Thirty-first Ordinary Annual meeting at Jardine, Matheson & Co.'s offices.
3 p.m.—Creggan's sold by auction by Mr. H. N. Moly, at Messrs. Sassoon & Co.'s offices.

TO-MORROW.

3 p.m.—Meeting of the Legislative Council. H.K.V.C. ORDERS.
5.30 p.m.—Trumpeters Class.
5.30 p.m.—A. J. D. and C. Co.'s Company Drill, at Head Quarters.
8.30 for 9 p.m.—Regular Meeting of the Zealand Lodge.

FRIDAY, 2nd.

Noon—N. Y. K. steamer *Atsuta Maru*, leaves for Bombay via Colombo.
3 p.m.—Messrs. D. Sassoon & Co.'s steamer *Catherine Agha*, leaves for Calcutta.
1 C. S. N. steamer *Yuenwang*, leaves for Manila.
C. N. steamer *Sungking*, leaves for Manila.
H.K.V.C. ORDERS.
5.30 p.m.—F. B. Company Drill, under the Adjutant, at Head Quarters.

SATURDAY, 3rd.

The Pungin Mining Company's call of \$1 to bear interest.
Noon—P. & O. steamer *Clyde*, with mails, leaves for Europe.
C. & M. steamer *Diamond*, leaves for Manila.
3 p.m.—The British India S. N. Co.'s steamer *Cometa*, leaves for Rangoon.
English mail from Europe due.
9 p.m.—A. D. C. "Yeoman of the Guard," at City Hall.

H.K.V.C. ORDERS.

3 p.m.—Commandant's Parade. All members should endeavour to attend. Rehearsal for General's Inspection of Corps.

SUNDAY, 4th.

Cargo ex *Java* subject to rent.
MONDAY, 5th.
Noon—C. N. steamer *Changsha*, leaves for Australia.
Noon—Hongkong and Kowloon Wharf and Godown Co. Ltd. Meeting of shareholders, at Company's offices.
(About) S. T. & Co.'s steamer *Alceon*, leaves for New York.

9 p.m.—A. D. C. "Yeoman of the Guard" at City Hall.

TUESDAY, 6th.

O. S. steamer *Sarpaton*, leaves for London.

WEDNESDAY, 7th.

C. N. steamer *Nauchang*, leaves for Tientsin.O. S. Co.'s steamer *Netor*, leaves for Liverpool (direct).

Extraordinary meeting of the Hongkong Land

Investment and Agency Company, Limited, at their offices.

China Navigation Co.'s steamer *Nauchang*,

leaves for Tientsin.

St. David Hall at City Hall by the R. Welch

Fusilliers.

SHIPPING AND MAIL NEWS.

MAILS DUE.

American (*Doric*) 2nd prox.
Indian (*Taiwan*) 2nd prox.
English (*Paramatta</*

Announcements.

THE HONGKONG LAND INVESTMENT AND AGENCY COMPANY, LIMITED.

NOTICE is hereby given that an EXTRAORDINARY GENERAL MEETING of the SHAREHOLDERS in the above Company will be held at the Office of the Company, on WEDNESDAY, the Seventh day of March, at Noon, for the purpose of passing the following RESOLUTIONS:

1. That the Proposal of the Directors to call up the Unpaid Capital of the Company in ONE CALL, of \$5 per Share PAYABLE on 1st July next, is approved.

And that such Resolution is passed, for the purpose of passing the following SPECIAL RESOLUTION:

2. That the Profits accrued to the Company from the issue of the New Shares in the Company, authorised to be issued by the Special Resolution passed on the 6th, and confirmed on the 23rd day of April, 1899, amounting to the sum of \$4,250,000, and which was then carried, and is now standing to the credit of the Reserve Fund in pursuance of such Special Resolution, be capitalised and be applied in part payment of the CALL of \$5 per Share on all the Shares in the Company, to be made by the Board.

Should the above Special Resolution be passed by the required majority, it will be submitted for confirmation at a subsequent Meeting to be called for the purpose in due course.

By Order of the Board,
A. SHELTON HOOPER,
Secretary.

Hongkong, 24th February, 1900. [133]

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

THE THIRTY-FIRST ORDINARY MEETING of SHAREHOLDERS in the Company will be held at the COMPANY'S OFFICES, No. 9, Queen's Road Central, Victoria, on THURSDAY, the 8th March, at 12 o'clock (Noon), for the purpose of receiving a Statement of Accounts and the Report of the Directors for the year ending 31st December, 1899, and electing a Consulting Committee and Auditor.

The TRANSFER BOOKS of the Company will be CLOSED from the 2nd instant to the 8th March, both days inclusive.

By Order,
GEO. L. TOMLIN,
Secretary.

Hongkong, 24th February, 1900. [171b]

THE HONGKONG ROPE MANUFACTURING CO., LIMITED.

THE FIFTEENTH ORDINARY ANNUAL MEETING of SHAREHOLDERS in the Company will be held at the COMPANY'S OFFICES, No. 9, Praya Central, Victoria, on THURSDAY, the 8th March, at 12 o'clock Noon, for the purpose of receiving a Statement of Accounts and the Report of the Directors for the year ending 31st December, 1899, and electing a Consulting Committee and Auditor.

The TRANSFER BOOKS of the Company will be CLOSED from the 2nd instant to the 8th March, both days inclusive.

By Order,
SHEWAN TOMES & CO.,
General Managers.

Hongkong, 17th February, 1900. [211b]

F. BLACKHEAD & CO.,

SHIP-CHANDLERS, SAILMAKERS,
COAL AND PROVISION MERCHANTS,
NAVAL CONTRACTORS
AND GENERAL COMMISSION AGENTS,
PRAYA CENTRAL HONGKONG,
SOAP MANUFACTURERS.

SOLE AGENTS FOR
HARTMANN'S RAUHEN'S GENUINE
COMPOSITION RED HAND
BRAND, HARTMANN'S GREY PAINT,
DAIMLER'S PATENT MOTOR
LAUNCHES,
&c., &c., &c.

Sole Agents for
FERGUSON'S SPECIAL CREAM
and
P. & O. SPECIAL LIQUOR SCOTCH
WHISKY, &c.

EVERY KIND OF
SHIP'S STORES AND REQUISITES
ALWAYS IN STOCK

AT
REASONABLE PRICES.

Hongkong, 14th May, 1896. [138]

MITSUI BUSSAN KAISHA.

No. 6, Ice House Street, Praya Central.

Head Office:—TOKIO.

Branch Office:—

LONDON, NEW YORK, BOMBAY,
SINGAPORE, SHANGHAI, TIENTSIN,
NEWCHANG and all Ports in JAPAN.

Agencies:—

Milki Coal Mines,
Kanada Coal Mines,
Hokoku Coal Mines,
Yoshinotani Coal Mines,
Onoura Coal Mines,
No. 1, Ohtsuji Coal Mines,
Ichihara Coal Mines,
Kishida Coal Mines,
Yashio Coal Mines,
Yamano Coal Mines,
Manoura Coal Mines,
The Osaka Shosen Kaisha, Ltd.,
Tokio Marine Insurance Co., Limited,
Meiji Fire Insurance Co., Limited,
Kaneaguchi Cotton Spinning Mills,
Shanghai Cotton Spinning Mills,
Tokio Cotton Spinning Mills,
Mitsui Cotton Spinning Mills,
Imperial Government Paper Mills,
Onoda Cement Company.

MITSUI BUSSAN KAISHA,
M. FUJISE,
Manager.

Hongkong, 11th December, 1899. [133]

For Sale.

FOR SALE.

PARTIALLY DECKED CENTRE
BOARD YACHT "GEISIA". Length
over all 70 ft. Water Line 17 ft. 3 in. Beam 5 ft.
All Lead Ballast. At present in cruising order.
For Particulars, apply to—

"X."
do This Office.

Hongkong, 26th January, 1900. [116b]

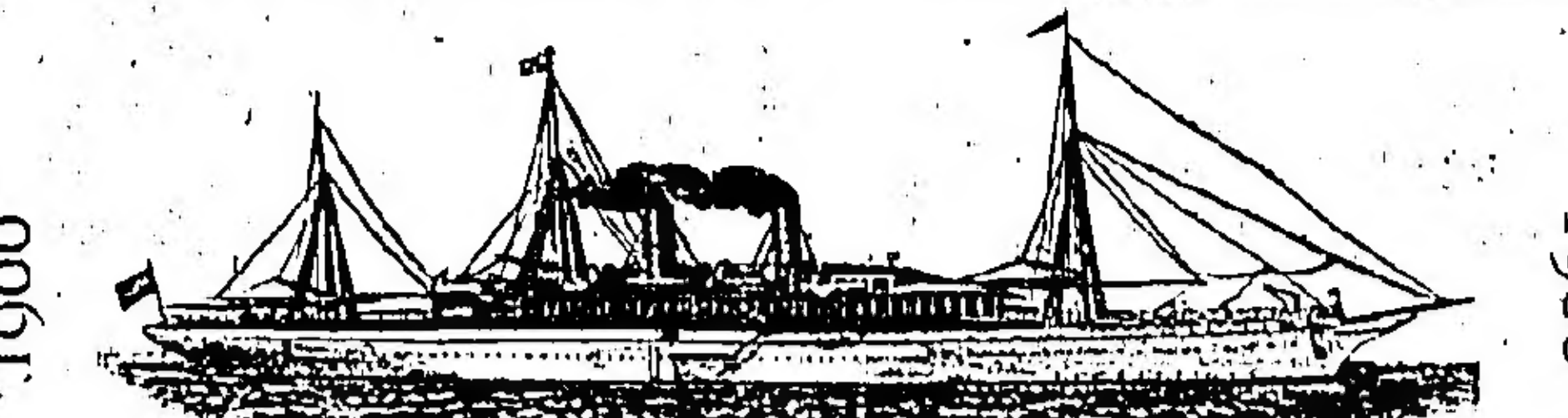
Insurance.

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above
Company are prepared to accept First
Class FOREIGN and CHINESE RISKS at
CURRENT RATES.

SIEMSEN & Co.
Hongkong, 24th May, 1899. [130]

Mails.

CANADIAN PACIFIC RAILWAY COY.'S
ROYAL MAIL STEAMSHIP LINE.

SAFETY. SPEED. PUNCTUALITY.
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA
AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, YOKOHAMA & VICTORIA, B.C.)

Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPERESS OF JAPAN... Comdr. Geo. A. Lee, R.N.R. ... WEDNESDAY, 14th March.

EMPERESS OF CHINA... Comdr. R. Archibald, R.N.R. ... WEDNESDAY, 14th April.

EMPERESS OF INDIA... Comdr. O. P. Marshall, R.N.R. ... WEDNESDAY, 25th April.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING-CARS AND MOUNTAIN-HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to
D. E. BROWN, General Agent,
Pedder Street.

Hongkong, 14th February, 1900. [3]

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH
THE ATCHESON TOPEKA & SANTA
FE RAILROAD CO.

PROPOSED SAILINGS FROM
HONGKONG TO SAN DIEGO AND
SAN FRANCISCO.

VIA INLAND SEA OF JAPAN AND
HONOLULU.

Taking Cargo and Passengers to JAPAN PORTS,
and HONOLULU, THE UNITED STATES, &c.

Belgian King ... 3,379 ... Friday, Mar. 3

Thy ... 3,406 ... about Mar. 7

Lady ... 3,406 ... about Mar. 31

THE Steamship

"BELGIAN KING,"

will be despatched for SAN DIEGO and
SAN FRANCISCO, via KOBE, YOKO-
HAMA and HONOLULU, on FRIDAY,
the 2nd March.

Through Bills of Lading issued to any point
in the United States.

Cargo will be received on board until 5 P.M.
the day previous to sailing. Parcel packages
will be received at the OFFICE until the same
time. All parcels should be marked to address
in full. Value of same is required.

Consular Invoices, to accompany cargo destined
to Points beyond San Diego, should be
sent to the Company's Office, addressed to the
Collector of Customs, San Diego.

For further information as to Freight or
Passage, apply to
BUTTERFIELD & SWIRE,
Agents,
Hongkong, China and Japan.

Hongkong, 28th February, 1900. [28]

NORTHERN PACIFIC STEAMSHIP COMPANIES.

VIA SHANGHAI, INLAND SEA, KOBE,
AND YOKOHAMA.

PROPOSED SAILINGS FROM
HONGKONG.

FOR VICTORIA, B.C., AND TACOMA,
IN CONNECTION WITH
NORTHERN PACIFIC RAILWAY CO.

Goodwin ... 4,421 | A. Jackson | Mar. 15

Olympia ... 2,837 | J. Truebridge | Mar. 31

Glenlogh ... 3,730 | W. Frakes | April 23

Also
FOR PORTLAND, OREGON,
IN CONNECTION WITH
OREGON RAILROAD AND NAVI-
GATION COMPANY.

Donmouthshire ... 2,874 | W. A. Evans | Mar. 15

Columbia ... 2,976 | T. H. Dobson | April 7

THE attention of passengers is directed to
the very cheap rates offered by the Line.

HONGKONG TO LONDON £47.

Excellent accommodation. First-class Ta-
bles. DOCTOR AND STEWARDESS carried.

HONGKONG TO NEW YORK £41.

The Railroad travelling is second to none on
the American Continent. Magnificent Scenery
of the ROCKY and CASCADE MOUNTAINS.
THE YELLOWSTONE NATIONAL PARK route.
Passengers to EUROPE may proceed by one of
the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA £28.

Rates of Passage to other Points on application.

Special rates allowed to members of Govern-
ment Services.

Through Bills of lading issued to Pacific
Coast Points, and to Canadian and United
States Ports.

Consular Invoices of Goods for United States
Ports should be in quadruplicate; and one
copy must be sent forward by the steamer to
the Freight Agent, Tacoma, Wash., or Port-
land, Or. (whichever may be the destination of
the Steamer).

Parcels must be sent to our Office (with
address marked in full) by 5 P.M., on the day
previous to sailing.

For further information apply to
DODWELL & CO., LIMITED,
General Agents.

Hongkong, 24th February, 1900. [4]

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM FOR
STRAITS, CEYLON, AUSTRALIA, INDIA,
ADEN, EGYPT, MEDITERRANEAN
PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA,
PERSIAN GULF, CONTINENTAL and
AMERICAN PORTS.)

THE Steamship

"CLYDE"

Captain E. Street, carrying Her Majesty's
Mails, will be despatched from this Port for
BOMBAY, &c., on SATURDAY, the 3rd
March, at Noon, taking Passengers and Cargo
for the above Ports.

Silk and Valuables, all Cargo for France,
and Tea for London (under arrangement) will
be transhipped at Colombo into a steamer
proceeding direct to Marseilles and London;
other Cargo for London, &c., will be conveyed
via Bombay with Transhipment.

Parcels will be received at this Office until 4
P.M. the day before sailing. The Contents and
Value of all Packages are required.

Shippers are particularly requested to note
the terms and conditions of the Company's
Bills of Lading.

For further Particulars, apply to
H. A. RITCHIE,
Superintendent.

Hongkong, 17th February, 1900. [15]

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO
JAPAN, THE UNITED STATES,
MEXICO,
CENTRAL AND SOUTH AMERICA
AND EUROPE,
VIA
THE OVERLAND RAILWAYS,
AND
ATLANTIC AND OTHER CONNECTING
STEAMERS.

VIA INLAND SEA OF JAPAN AND
HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Doric (via Shanghai,
Nagasaki, Kobe, In-
land Sea, Yokohama
and Honolulu) ... Saturday, 10th Mar.
at Noon.

Coptic (via Shanghai,
Nagasaki, Kobe, In-
land Sea, Yokohama
and Honolulu) ... Thursday, 5th April,
at Noon.

Gaelic (via Shanghai,
Nagasaki, Kobe, In-
land Sea, Yokohama
and Honolulu) ... Tuesday, 1st May,
at Noon.

THE Company's Steamship

"DORIC"

will be despatched for SAN FRANCISCO, via
SHANGHAI, NAGASAKI, KOBE, IN-
LAND SEA, YOKOHAMA & HONOLULU,
on SATURDAY, the 10th March, at Noon.

Steamers of this line pass through the IN-
LAND SEA OF JAPAN, and call at Honolulu,
and passengers are allowed to break their
journey at any point en route.

Through Passage Tickets granted to Eng-
land, France and Germany by all trans-Atlantic
lines of Steamers, and to the principal cities
of the United States or Canada. Rates may be
obtained on application.

Special rates (first class only) are granted to
Missionaries, members of the Naval, Military,
Diplomatic, and Civil Services, to European
Officials in the service of China and Japan, and
to Government officials and their families.

Passengers who have paid full fare, re-embur-
sable at San Francisco for China or Japan
(or vice versa) within one year, will be allowed
a discount of 10 per cent. This allowance does
not apply to through fares for China and Japan
to Europe.

ALL PARCEL PACKAGES should be marked to
address in full, and same will be received at
the Company's Office until FIVE P.M. the day
previous to sailing.

Consular Invoices to accompany Cargo des-
tined to Points beyond San Francisco, in the
United States, should be sent to the Company's
Office, addressed to the Collector of Customs,
San Francisco.

For further information as to Freight or
Passage, apply to the Agency of the Company,
Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 13th February, 1900. [2]

Mails.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS. DESTINATIONS. SAILING DATES.

HAUKAI MARU ... AMOY, SHANGHAI and KOBE ... To-morrow, 1st March, at Daylight.

MILKE MARU ... BOMBAY, via SINGAPORE and COLOMBO ... FRIDAY, 2nd March, at Noon.

KANAGAWA MARU ... MARSEILLES, LONDON & ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID ... FRIDAY, 9th March, at Daylight.

*KIOJUN MARU ... VICTORIA, B.C. and SEATTLE, U.S.A., via SHANGHAI, MOJI, KOBE and YOKOHAMA ... SATURDAY, 10th March, at 4 P.M.

*Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further Information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at No. 7, Praya Central.

A. S. MIHARA,
Manager.

Hongkong, 24th February, 1900. [6]

NORDEUTSCHER LLOYD.

(Freight Service.)

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS.)

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS. DESTINATIONS. SAILING DATES.

ASTORIA ... NEW YORK ... About 18th March ... Freight.

*SAVOIA ... HAVRE and HAMBURG ... About 22nd March ... Freight and Passage.

SANONIA ... HAVRE and HAMBURG ... About 31st March ... Freight.

HEIDELBERG ... HAVRE and HAMBURG ... About 6th April ... Freight and Passage.

*These Steamers have Superior Accommodation for Passengers and carry a Doctor and a Stewardess.

For further Particulars as to Freight, Passage, &c., apply to
CARLOWITZ & Co.,
Agents.

27]

TOYO KISEN KAISHA.

TO SAN FRANCISCO, VIA INLAND SEA
OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

NIPPON MARU (via
Shanghai, Nagasaki,
Kobe, Inland Sea,
Yokohama & Hon-
olulu) ... Tuesday, 20th March,
at Noon.

AMERICA MARU (via
Shanghai, Nagasaki,
Kobe, Inland Sea,
Yokohama & Hon-
olulu) ... Saturday, 14th April,
at Noon.

HONGKONG MARU
(via Shanghai, Naga-
saki, Kobe, Inland
Sea, Yokohama and
Honolulu) ... Tuesday, 8th May,
at Noon.

THE Steamship

"NIPPON-MARU"

will be despatched for SAN FRANCISCO, via
SHANGHAI, NAGASAKI, KOBE, INLAND
SEA, YOKOHAMA and HONOLULU,
on TUESDAY, the 20th March, at Noon,
taking Freight and Passengers for Japan, the
United States, and Europe.

Steamers of this line pass through the IN-
LAND SEA OF JAPAN, and call at HONO-
LULU, and passengers are allowed to break
their journey at any point en route.

Through Passage Tickets granted to Eng-
land, France, and Germany by all trans-Atlantic
lines of steamers, and to the principal cities of
the United States or Canada. Rates may be
obtained on application.

Passengers holding through ORDERS TO
EUROPE have the choice of Overland Rail
routes from San Francisco, including the
SOUTHERN PACIFIC, CENTRAL PACIFIC,
UNION PACIFIC, DENVER and RIO GRANDE,
and NORTHERN PACIFIC RAILWAYS; also the
CANADIAN PACIFIC RAILWAY on payment of
£4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND
CITIES in the United States have between
San Francisco and Chicago, the option of the
SOUTHERN PACIFIC, CENTRAL PACIFIC,
UNION PACIFIC, DENVER and RIO GRANDE,
and other direct connecting Railways and from
Chicago to destination the choice of direct
lines.

Particulars of the various routes can be had
on application.

Special rates (first class only) are granted to
Missionaries, members of the Naval, Military,
Diplomatic, and Civil Services, to European
Officials in the service of China and Japan, and
to Government officials and their families.

Through Bills of Lading issued for trans-
portation to Yokohama and other Japan Ports,
to San Francisco, to Atlantic and Inland Cities
of the United States, via Overland Railways, to
Havana, Trinidad, and Demerara, and to ports
in Mexico, Central and South America, by the
Company's and connecting Steamers.

Freight will be received on board until 4
P.M. the day previous to sailing. Parcel
Packages will be received at Office until 5 P.M.
same day; all Parcel Packages should be
marked to address in full; value of same is
required.

Consular Invoices to accompany Cargo des-
tined to Points beyond San Francisco, in the
United States, should be sent to the Company's
Office in Sealed Envelopes, addressed to the
Collector of Customs at San Francisco.

For further information as to Passage and
Freight, apply to the Agency of the Company,
Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 23rd February, 1900. [1]

U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP CO.

VIA INLAND SEA OF JAPAN AND
HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

*Algoa (via Moji, Kobe
and Yokohama) ... Tuesday, 13th March,
at Noon.

China (via Shanghai,
Nagasaki, Kobe, In-
land Sea, Yokohama
and Honolulu) ... Saturday, 3rd March,
at Noon.

City of Rio de Janeiro
(via Shanghai, Naga-
saki, Kobe, Inland
Sea, Yokohama and
Honolulu) ... Tuesday, 27th March,
at Noon.

City of Peking (via
Shanghai, Nagasaki,
Kobe, Inland Sea,
Yokohama & Hon-
olulu) ... Saturday, 21st April,
at Noon.

THE U.S. Mail Chartered Steamship

"ALGOA"

will be despatched for SAN FRANCISCO,
via MOJI, KOBE, and YOKOHAMA, on
TUESDAY, the 13th March, at Noon.

